

lic Church, in the course of these events, shown in upholding the Decalogue? Not so much, to say the least, as she has shown in upholding the Immaculate Conception of the Virgin and the infallibility of the Pope. The conviction will be forced upon the Americans, as well as the British at last, that this is a struggle not only for the Union but for civilization.

A GANG of libellers has appeared in the press of Toronto, and has been desperately trying to circulate its paper by accusing Sir Charles Tupper of having, when a medical man, seduced a female patient. To vend the paper was manifestly the sole motive of the libel. Sir Charles will scarcely think it necessary or wise to vindicate his character against daily purveyors of slander. When things are as they should be, the reward of such public censors will be the penitentiary, and gladly will every honourable journalist hail that day. The seller of libels is among us what the Old Bailey practitioner is among lawyers, and the abortionist among physicians. We cannot help sometimes breeding him and being defiled by the association. In the present case all that was necessary has been done for the community, by the *Toronto World*, which has fearlessly unmasked the gang. Having been unmasked they are disarmed; for anonymous attacks on private character are never published by any man whose own character, when his identity is discovered, will not be a sufficient answer to his accusations. The composition of this gang is normal and calls for none but the usual remarks. Its head, as Canadians learn with pleasure, is a gentleman imported from the States. Among its members are waifs of the Canadian or rather of the continental press, who have sold their pens to journals of all parties in turn, and, except when they were giving vent to their malignity, have probably never written a sincere line. A libel was some time ago published by a newspaper against the private character of the late Mr. Brown, closely resembling that now published on the character of Sir Charles Tupper, and with the same mercenary object. The observer of contemporary movements may note with interest that in combination with the practices of the low and mendacious journalist appear the secularism which consists in malignant enmity of religion, and the socialism which does not work, or even dream, for the good of the many, but is confined to the propagation of social hatred. If any one of better moral character, at least of higher moral pretensions, is found connected with such a gang, a spirit soured by disappointment is the cause. Behind all is pretty sure, in these cases, to be found one of those capitalists who are ready to make money by the ownership of a libellous paper, and who would be equally ready to make money by the ownership of a brothel. The two trades have much in common. The people who take libellous literature would take obscene literature if they dared. In fact food for pruriency in the shape of indecent reports is usually combined with food for malignity in the shape of scandal. Both kinds of filth are excluded from every decent home.

A BYSTANDER.

THE UPRISING IN MANITOBA.

MANITOBA, like a cat suddenly confronted by a dog, has "got her back up," and is spitting and sputtering at a great rate. The first movement of a wheat surplus toward a foreign market has disclosed to the settlers their true condition, and dissipated their pleasant dreams of rapid fortune-making. Unfortunately a considerable percentage of that surplus is damaged by frost, and when the railroad tariff comes to be deducted from the reduced price given for an inferior product, there is but a small residuum left for the farmer. All at once the truth has flashed upon the minds of the settlers in the North-West. Their pleasing illusions have been rudely dispelled. They are face to face with the stern realities of their lot. "*Hinc illæ lacrymæ.*"

Self-interest is too often a far mightier motive-power than principle. A year ago, in view of the pending local election in Manitoba, strenuous efforts were made by those who valued country before party, to unite the people of that Province on the broad platform of Provincial Rights. Those efforts failed. The pie-crust promises of party politicians were trusted at a time when only confidence in truth and right could possibly win the day. The election gained by the party of monopoly, a bold stroke of legislation was performed by the Dominion Parliament, and the power previously possessed by individual Provinces to charter railways within their limits taken away from them. There has been a conspicuous tendency of late years to increase the central power in Canada, but this assumption by the Dominion Parliament of the sole right to charter railroads in the several Provinces, is the most serious invasion of provincial rights that has yet been attempted. It has however excited little or no resistance in any part of the Dominion. The older Provinces are not particularly affected by it.

They have all the railroad connections with the United States that they are likely to require for generations to come, and are indisposed to fight over a bare principle. Manitoba and the North-West alone are affected by the new departure. It has made their fetters more galling than ever. They are "fast held and bound" by the chain of a monopoly from which there appears to be no chance of escape. If the Manitobans had elected a legislature a year ago pledged to the no-party platform, and that legislature had redeemed its pledge, by at once re-enacting the disallowed railway charters, there would have been a collision between a local legislature and the Dominion Cabinet which would have necessitated appeal to the Imperial Privy Council. The vague language of the British North America Act as to provincial rights would most likely have been interpreted in the light of precedent, and Manitoba could hardly have been denied the railroad-chartering prerogative which had been exercised by all the other Provinces ever since Confederation. But now that this railroad-chartering function has been taken away from all the Provinces, and they have tacitly acquiesced in their deprivation of it—not even the Manitoba Legislature having objected to it—what ground of appeal is there against the monopoly, or what likelihood of deliverance from it?

Manitoba must prosper, if at all, by means of a successful agriculture. Cheap transportation is essential to the success of agriculture in the North-West. Without this, farming will not pay in those far-away regions. British agriculturists have been congratulating themselves that the line of American competition in the wheat-market was constantly shifting to the west, and must ultimately reach a point when it would no longer undersell the farmers of the old world. If there be such a point, it must lie somewhere between Winnipeg and the Rocky Mountains. As matters now stand, it appears to have been found not many miles west of Winnipeg. The farmers lately in convention at Brandon were agreed that either they had not proper access to markets, or that grain could not be grown profitably in their vicinity. They looked wistfully in the direction of the Hudson's Bay route. But the prospect of relief in that quarter is very distant and dubious at the best. It is not yet known that the Bay is navigable sufficiently long in the season to make it a commercially-profitable ocean highway. If this point were settled favourably, all the influence of the C. P. R. Syndicate, and consequently of the Dominion Government, would be arrayed against the enterprise, because it would compete with the great national railway enterprise. The Brandon conventionists looked their difficulty in the face, and saw plainly that repudiation of the contract with the Syndicate, or compensation for its surrender, must be the ultimate outcome of the existing state of things. It is indeed a very serious complication, and one that will require no ordinary statesmanship to disentangle and adjust.

The oppressive railway monopoly is the worst of all the disabilities of which Manitobans complain, and it is the most difficult of redress. It is the worst because it threatens to make farming, which is the foundation industry, an unprofitable affair; and it is the most difficult of redress, because the faith of the country is pledged to a corporation, which, like other corporations, having no soul, will be sure to exact the prescribed pound of flesh, if not more. The obnoxious land laws can be repealed, and a premium, instead of an embargo, put upon settlement; the tariff on agricultural implements can be lightened or abolished altogether; these and other evils which afflict the settlers can and no doubt will be speedily redressed. Already a movement has been made in this direction by the Land Department, and the Customs Department will probably follow suit. The Dominion Government cannot afford to have the Great North-West hostile to it, and will do all in its power to placate the settlers, but contentment with their lot can hardly be expected to take possession of their minds, until it becomes clear to them that they can make something more than a bare subsistence by encountering the privations and hardships attendant on settlement in "the great lone land."

A railway company exists for the purpose of making money. It is not a benevolent society, or a charitable institution, and those who present it in this light and claim the gratitude of the public for its achievements, only display their own ignorance or sycophancy. Does a merchant claim or get the thanks of his customers for displaying his wares attractively in a fine shop, with every provision for the comfort of those who do business with him? The obligation is felt to be the other way. It is so with a railway. The company that owns it builds and runs it for profit, and may be depended on to make all they can out of it. The one principle acted on by railroad corporations, if left to themselves, is that of taxing the traffic all it will bear. A large and profitable traffic tempts competition, and competition reduces rates. Where there is no competition, either legislation must limit rates, or they will inevitably be too exorbitant. Evidently they are higher than the people of Manitoba can afford to pay, though, in all